

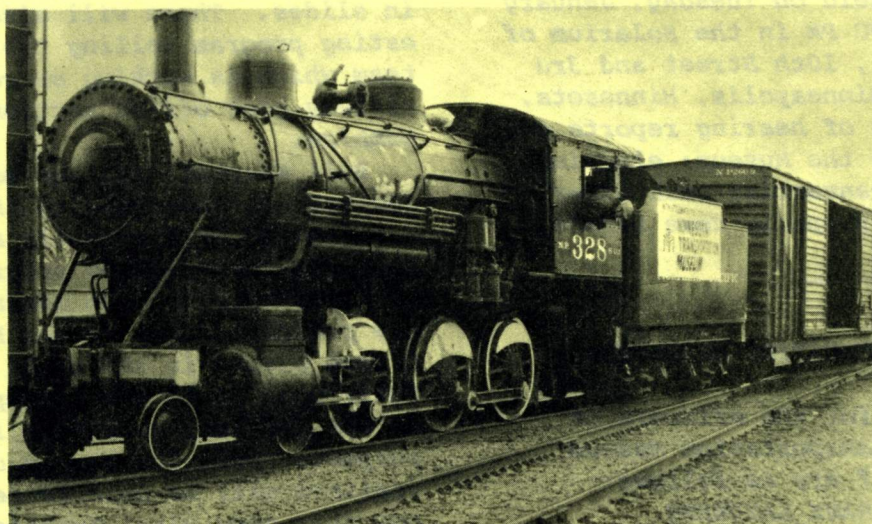


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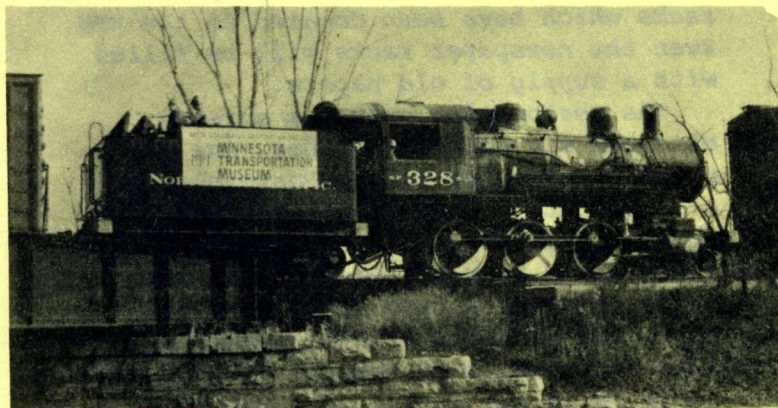
# No. 328 ON THE MOVE !

...story on  
page 5...



MTM's new  
steam  
locomotive,  
NP #328,  
at White  
Bear Lake  
(left),  
Stillwater  
(below,  
left), and  
Maryland  
Ave., St.  
Paul  
(below  
right).

Photos by  
Loren  
Martin







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#### NOTICE OF ANNUAL MEETING

Notice is hereby given, in accordance with the Bylaws of the Minnesota Transportation Museum, that the Annual Meeting of the Minnesota Transportation Museum will be held on Tuesday, January 18, 1977, at 8:00 PM in the Solarium of the Curtis Hotel, 10th Street and 3rd Avenue South, Minneapolis, Minnesota, for the purposes of hearing reports on the operation of the Museum; electing officers; and transacting such other business as may properly come before the meeting.

#### REPORT OF THE NOMINATING COMMITTEE

The nominees for the officers of the Minnesota Transportation Museum for the year 1977 are as follows:

President - FRANK SANDBERG

Executive Vice President -

WILLIAM GRAHAM

Vice President, Vehicle Operations -

SCOTT HEIDERICH

Vice President, Public Relations -

GORDON FREDERICK

Vice President, Public Education -

NORMAN PODAS

Vice President, Construction and

Maintenance - KENNETH SNYDER

Vice President, Vehicle Restoration -

STEPHEN OLSON

Treasurer - ROBERT MACNIE

Secretary - DAVID NORMAN

At the Annual Meeting of the Minnesota Transportation Museum, the above slate

will be submitted in nomination, for the consideration of those voting MTM members present. In making these recommendations for the above nominees, this committee endorses them as being best qualified to carry out the functions of each respective office, and to advance the goals and objectives of the Museum during the coming year.

Submitted by; Gary Neunsinger,  
Russell Olson, and Loren Martin.

#### ...ALSO AT THE ANNUAL MEETING...

Don't let all the 'legalese' in the formal meeting notice fool you. Ken Holley promises an interesting program in addition to the usual important Museum business. In addition to the elections, there will be a review of the MTM's activities during the Bicentennial year in slides. There will also be an interesting program telling the story of the team which is working on restoring the railway post office section of our triple combine.

Bill Marshall and new member Lloyd Jackson are spearheading the RPO effort. I talked to Bill recently about their work and the upcoming program.

I was surprised to learn that there are presently four former Railway Post Office clerks in the ranks of our Museum. Their goal is to add a complete interior to the RPO car, authentic in every respect. When the car is completed, visitors will be able to see first hand how this once vital function of our postal service worked. They are in the process of obtaining actual mail from the postal dead letter office, which will be loaded in the many historic pouches and sacks which have been donated to the MTM. Even the newspaper racks will be filled with a supply of old papers.

The restoration crew has already obtained six catcher pouches, one of which was donated by the Postmaster of a large City. They also have four catcher arms donated by a local railroad. There are a pair of notebooks of memorabilia, badges, a hand canceller, old maps, and pictures of RPO operation. Also included is an example of what Bill tells me is the single most important



piece of equipment on any RPO - an honest-to-goodness, authentic, coffee pot. He also tells of a 'patented', sure fire RPO Clerk's procedure for testing their brew to tell when the java is ready. But I'll leave it to Bill to tell at the Annual Meeting, along with some other tales of the heyday of the Railway Post Office cars.

They also plan to show a 12 minute instruction film for RPO clerks produced by the Post Office. Among other things, it will show you 'how to dispatch a mail pouch (throw it out of the car) without dispatching yourself'. Sounds like a lot of fun. And in a future Minnegazette, we'll tell you more about the RPO project.

#### The PRESIDENT'S MESSAGE

I'm sure that most of us are aware of the fact that on October 29, 30 and 31, the M.T.M. hosted the fifth annual convention of the Tourist Railway Association (TRAIN Inc.). I am happy to report that the convention was a great success and was attended by 97 registrants representing 38 museum organizations. My thanks to all MTM'ers who helped make the convention successful with a special thanks to our fellow M.T.M. members Larry Beyer and his most capable and helpful staff at the Curtis Hotel for a job well done, and to Ray Bensen Jr. for obtaining over \$500 in prizes which were given away during the Friday and Saturday evening banquets.

The weekend following the convention brought the long awaited move of the ex Northern Pacific Ry. locomotive No. 328 from Stillwater to our Como Shop facility. The move went off without even the slightest hitch, thanks to the well planned efforts of the Burlington Northern, Inc., and the thorough preparation work carried out on the locomotive by Bob Renz and crew. The locomotive is currently under a 30 year lease to the M.T.M., and will be restored as funds become

available, so if you know anyone with money...

Thanks for a great year!

Frank Sandberg, President

...and from the OPERATING DEPARTMENT...  
ANOTHER SUCCESSFUL SEASON AT  
THE COMO-HARRIET STREETCAR  
LINE

Thanks to the unlimited support of those sixty plus museum members who operate #1300, our operating season for 1976 was most successful. We carried 41,919 passengers in regular scheduled service, compared with 38,526 in 1975, and 44,273 in 1972 (our record year). This accomplishment was the direct result of operating seven days a week through the summer, which was possible only through the willingness of you operators to run the streetcar two or three times per month. On the car, we sold about 5,000 postcards, 1200 Big Island brochures, and 400 Wildwood folders, giving us an income of \$3,000 from sales. The charter operations of #1300 were also important to make a great season. Thanks to the supervision of Judy Sandberg and the work of those able to run the car during work days, we earned \$1,050 from charter operations.

The Minnehaha Depot was staffed by MTM volunteers sixteen times this summer, with donations from visitors exceeding \$200. Our thanks to those who helped prepare the Depot and staff it.

There will be a few new wrinkles to our operations in 1977, but I am confident that with your help, next year will be even better than this past year. Thank you one and all for your support.

Scott Heiderich,  
Vice President,  
Vehicle Operations

...and more news from Scott...

# NEW ITEMS FOR SALE ON #1300

In an effort to at least maintain our current income from sales on #1300, if not increase them, we are trying to find new items to sell on the car. We are asking your help in locating suitable items. In particular, we are searching for a brochure to add to or replace our current Big Island or Wildwood folders. We would also like to put together a packet of streetcar postcards, maybe a pre-packaged group of five cards for a dollar. Anyone who has a suitable brochure or color photos (slides) of #1300 or past TCRT cars in operation are asked to contact Bill Graham or Scott Heiderich. Please give this immediate consideration as the lead time to assemble new sales items is long and we would like to open the season with the new items.

...and would you believe a  
NEW NORTHERN EXTENSION?!!!

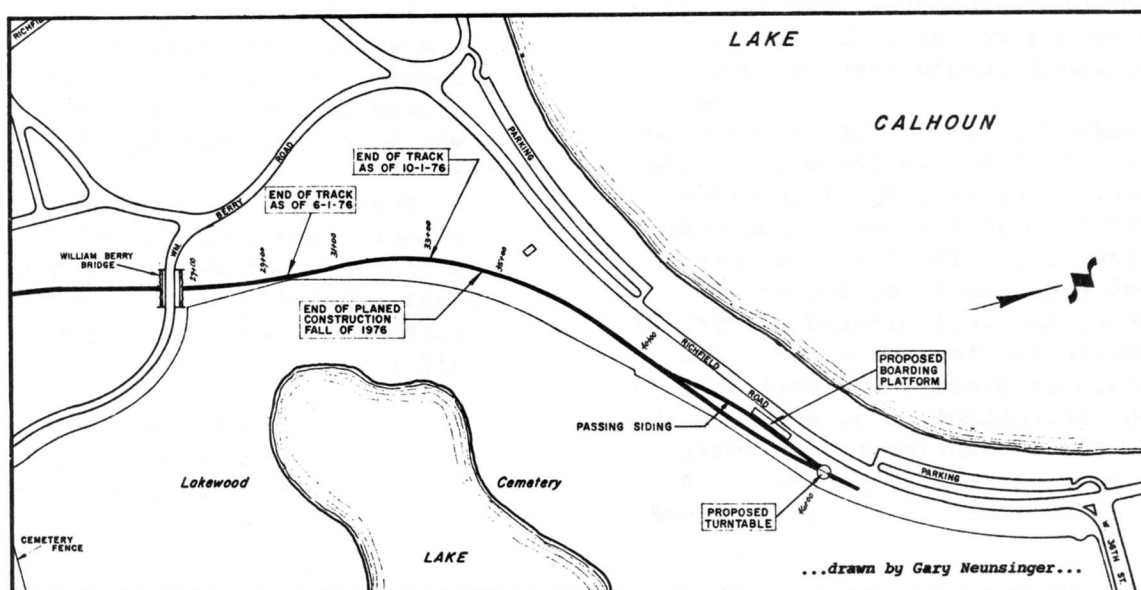
With the successful completion of our northern extension to point 3400 this past summer, the MTM Board has decided to seek permission from the Minneapolis Park and Recreation Board to continue north to the proposed north terminal area near 36th street. President Frank Sandberg has sent a

letter to the Park board requesting their approval of our plan as depicted on the map. As you can see, successful completion of this 'final' north extension will give us nearly a mile of track, a station, and device for turning the car. It will also enable us to provide fine service to the Lake Calhoun Park area. We expect to have approval of this plan in time to start moving north again this coming spring.

By the way, Gary Neunsinger, who drew the accompanying map, advises that it is only a very preliminary drawing, made only for the Park Board presentation. We'll show you the detailed blueprint when all is finalized, but we thought you'd like to get this rough idea of what's in store on the Como-Harriet Line.



Car 1300 rolls over the new Northern Extension at Lake Harriet (above).  
Photo by Loren Martin



## MOVING DAY FOR NORTHERN PACIFIC #328!!!

...PREPARATION...reported by Bob Renz

The story of this old steam locomotive really began in the summer of 1975, when the MTM began negotiations with the city of Stillwater, which had her on static display at the time. The MTM crew tested the boiler and checked the running gear. To their happy surprise, the old girl was in surprisingly good shape for her age. This summer, the lease agreement was signed with the city, and the drive to move #328 to the Museum's Como shops got under way.

But when a locomotive hasn't turned a wheel in 21 years, you can't just couple up to it and haul it away. The first thing that Renz's crew discovered was that the pilot and tender sill beams had rotted to sawdust. Undaunted, the MTM crew scrounged up 3,400 pounds of oak timber (at a cost of only \$87!), and replaced the deteriorated beams. But replacing the front tender sill posed a problem. The drawbar connecting the locomotive and tender had to be disconnected, and the two moved apart so that the beam could be installed. But over the years, the locomotive had accumulated so much dirt, that the weight had caused her to settle down several inches on her drivers. This left the tender sitting so much higher, that the connecting drawbar was hopelessly jammed. So they called out the Fire Department! That's right, the Fire Department! They pumped water into the tender tank. As the tender gained weight, it slowly began to settle down on its trucks, until finally, the drawbar could be moved!

Next came lubrication, not a simple task considering that #328 had been in four floods over the years. Renz and his crew followed a simple axiom - IF IT MOVES - OIL IT! If it didn't move, but looked like it was supposed to - OIL IT. If you weren't sure - (you guessed it) OIL IT! Of course, all the locomotive journals required repacking.

Then the valve gear was disconnected, and the main driving rods were removed for separate shipment. Now the hard working crew held its breath as #328 went through two inspections. The first

was conducted by Mr. Tom Lamphier, now the President, Transportation Division, of the Burlington Northern. Then she was inspected by the BN Mechanical Department. Everything was according to Hoyle, and the BN cleared #328 for her move to Como.

Having been sitting in one spot for 21 years, the first problem faced by the MTM crew was just to break the old locomotive loose. The first ten feet were the toughest, Renz reports. Once that was accomplished, #328 was moved between her old display track and the BN right of way by means of three sections of portable 'panel' track, and the City of Stillwater's front end loader. As the locomotive rolled onto two sections of the portable track, the third section was moved from behind the engine, and placed ahead of it. #328 leapfrogged in this fashion all the way to the BN.

...MOVING #328...reported by Ray and 'Casey' Bensen

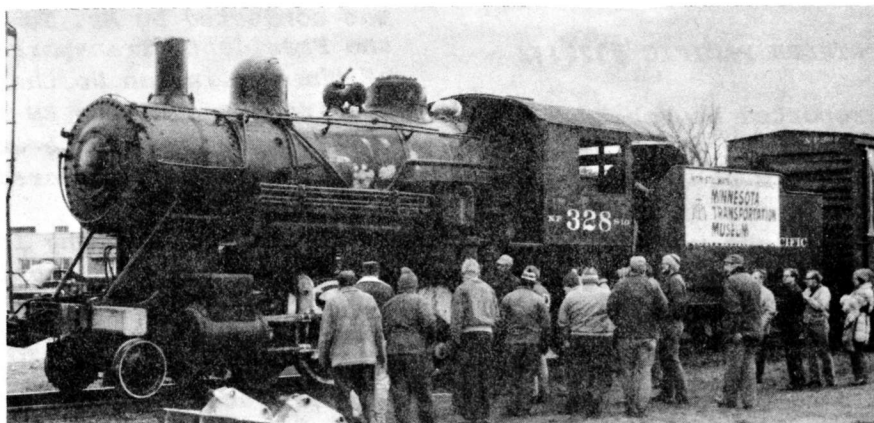
The 31 mile odyssey of #328 from Stillwater to the Como Shops began on November 6. The first 25 miles were made with the steamer being towed in a regular Burlington Northern freight train to Dayton's Bluff. During the move she was watched over with tender loving care by Bob Renz, Bob Clark, Grant Arneson, Ken Johnson, Hudson Leighton, and two BN Operating Department Supervisors. Other MTMers who made the operation possible included Scott Heiderich, Frank Sandberg, Bill Cordes and John Larkin (who initiated the project).

During the trip, #328 received a couple of lube jobs to prevent any bearings from running hot. Meanwhile, the many MTMers who were chasing the move over the entire distance kept popping out from behind every rock and tree, cameras in hand, to record this unique event.

The final leg of the journey was via a special switch move, and #328 was nestled comfortably in her new home at the MTM's shop facility in the BN's Como yards by 5pm, just five hours after leaving Stillwater. The entire movement, by the way, was donated by the Burlington Northern Railroad. Our thanks to them, and to all the many people who made such a great start on this project.



MOVING  
DAY  
FOR  
N.P.  
#328



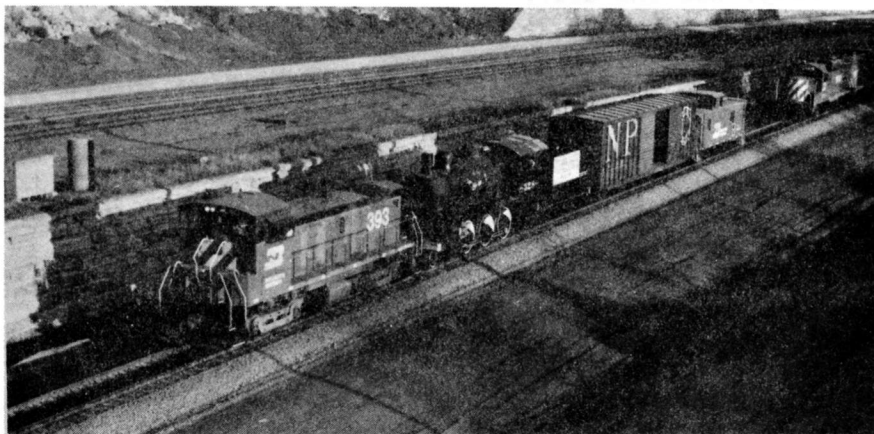
Northern  
Pacific  
No. 328  
awaiting  
movement at  
Stillwater  
as many  
admirers  
look on.

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More  
photos  
from

LOREN  
MARTIN

\*\*\*\*\*

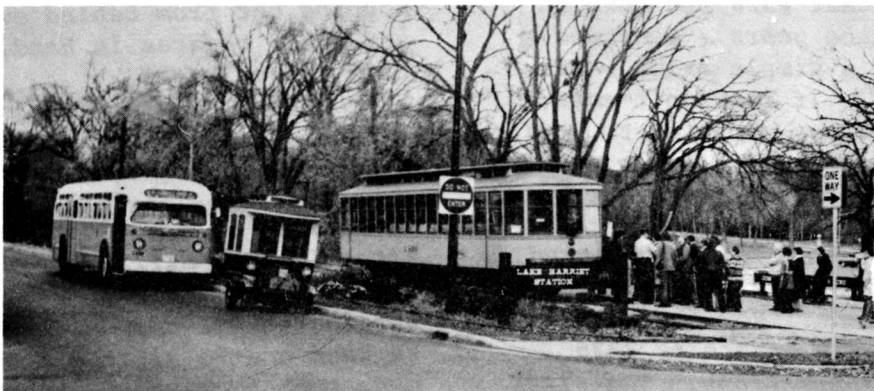


Helpers  
(far right)  
following  
just in  
case they  
might be  
needed to  
help move  
#328. Near  
Maryland Ave.,  
St. Paul.



Home at  
last! No.  
328 arrives  
at the MTM's  
Como Shop  
facility  
at St.  
Paul.

...and  
from  
the  
TRAIN  
CONVENTION...



TRAIN  
convention  
attendees  
transfer  
from MTM  
bus and Bill  
Olsen's  
'Toonerville  
Trolley' to  
Car 1300



# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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